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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/064,286	06/28/2002	Jan Hellaker	7589.033.PCUS00	4430

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EXAMINER
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D AGOSTA, STEPHEN M

ART UNIT	PAPER NUMBER
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2617

MAIL DATE	DELIVERY MODE
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12/13/2007

PAPER

**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

## Office Action Summary

**Application No.**

10/064,286

**Applicant(s)**

HELLAKER, JAN

**Examiner**

Stephen M. D'Agosta

**Art Unit**

2617

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

### Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

### Status

- 1) ☒ Responsive to communication(s) filed on 31 October 2007.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

### Disposition of Claims

- 4) ☒ Claim(s) 11-13 and 15-28 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 11-13 and 15-28 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

### Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

### Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
- ☐ Certified copies of the priority documents have been received.
  - ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  - ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

### Attachment(s)

- |  |   |
|--|---|
| 1) <input type="checkbox"/> Notice of References Cited (PTO-892)   | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)                       | 5) <input type="checkbox"/> Notice of Informal Patent Application                       |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08)<br>Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____  |

## DETAILED ACTION

### ***Continued Examination Under 37 CFR 1.114***

A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114.

Applicant's submission filed on 10-31-2007 has been entered.

- The examiner believes **a more favorable outcome may occur** if the applicant were to amend claim 11 with claim 13 and either 17 or 20.
  - Claim 11 + 13 + (17 or 20) {eg. 3 claims total}

### ***Specification***

The title of the invention is not descriptive. A new title is required that is clearly indicative of the invention to which the claims are directed.

- Due to recent amendment(s), the examiner believes a more apt title can be applied which more closely defines the focus of the inventive concept, eg. perhaps something to do with pre-emptive call processing during an emergency call between central and mobile/remote users (?).
- As currently written, "System and method for communication between a central station and remote objects", the title reflects very little about the main focus of the newly amended concept(s).

***Claim Rejections - 35 USC § 103***

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

**Claims 11 and 15-20, 23, 25 and 27-28** rejected under 35 U.S.C. 103(a) as being unpatentable over Timm et al. US 5,572,204 and further in view of Nojima US 5,933,080 and Uhlik et al. US 6,600,914.

As per **claims 11 and 23 and 25**, Timm teaches a system for communication between at least one central station (figure 1, #15) and at least one remote mobile or stationary object (figure 1, #10 is vehicle-mounted hardware) by means of transmitting and receiving means wherein said at least one object comprises a cellular phone module which provides a private subscription for private usage by a driver or operator of the object (figure 1, #22 shows cellular transceiver which reads on a cell phone) and a selectable service subscription for transmitting and managing at least an emergency assistance service by means of the at least one central station (abstract teaches both and C1, L60 to C2, L30) **but is silent on** said emergency assistance service preempts ongoing phone calls such that ongoing phone calls are interrupted in deference thereto.

Nojima teaches an emergency calling system that prioritizes who is to be contacted based on certain roadway conditions and/or accident (see abstract, figures 1 and 3).

Uhlik teaches providing a communications channel to a user if it is determined that said user is making an emergency call whereby a call in progress is disconnected (eg. preempted) in order to provide a communications circuit to said emergency call (Abstract).

It would have been obvious to one of ordinary skill in the art at the time of applicant's invention to modify Timm, ongoing calls are preempted for an emergency

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call, to provide means for insuring that an emergency call is always given priority and a communications channel.

***With further regard to claims 25 and 27***, Uhlik teaches preempting calls based on priority (eg. emergency), which reads on the claim, eg. wherein a conflict concerning simultaneous execution of several services during service subscription is handled automatically by assigning and affecting a priority to each service and deactivating any services with a minor priority than the service with a first priority.

As per **claim 15**, the comboteach the system according to claim 11, wherein the at least one central station is a customer service center and the at least one remote object (20, 24, 25) is a vehicle, a boat, a plane or a remote facility or plant (Timm teaches a "response center" figure 1, #15 which reads on the claim and a car/vehicle, C1, L15-21. One skilled can adapt this system to a boat, plane or remote facility/plant).

As per **claim 16**, the combo teach the system according to claim 11, wherein the service subscription is activated by the central station or the remote object (figure 1 #15 shows a response center that must inherently activate a subscription so as to know that a certain car/vehicle is to be monitored and C3, L60-67 teaches checking on the user's account. General Motors' ON STAR is a subscription-based service that is well known in the art (**see Lumelsky, referenced but not cited** – "General Motors Corporation introduced its OnStar system for the 1997 Cadillac model. By linking the car's cellular phone to a global positioning satellite, OnStar can locate and send help to a stranded or disabled motorist; including sending medical assistance as soon as it detects that the car's air bag has been deployed. OnStar's service center operator receives coordinates of an automobile equipped with the OnStar system and could navigate its user, over the cellular phone, with continuous directions").

As per **claim 17**, the combo teach the system according to claim 11, wherein a satellite communication is provided for activation when cellular communication is not available (Timm teaches cellular communications which typically is terrestrial-based but a base station can be a space-based satellite and would be used if/when a terrestrial BTS is not available and that specific area is covered by a satellite, see C9, L3-13 too. The examiner notes that **Razavi, referenced but not cited**, teaches multiple communications means, see figure 1 #26-29 and hence one skilled would also use satellite communications).

As per **claim 18**, the combo teaches the system according to claim 11, wherein the at least one object comprises a controller module for bi-directional communication with a data bus or network manager which is connected with an internal data bus or network of the object (figure 1, #20 teaches a system controller and internal data bus connections to other components such as the cell transceiver, GPS transceiver, message center, cellular handset, etc.).

As per **claim 19**, the combo teach the system according to claim 18, wherein the at least one object comprises at least one of a user interface manager (C3, L1-15 teaches user interaction with the system, eg. an interface), a satellite communication module (Timm teaches cellular communications which typically is terrestrial-based but a base station can be a space-based satellite and would be used if/when a terrestrial BTS is not available and that specific area is covered by a satellite, see C9, L3-13 too. The examiner notes that **Razavi, referenced but not cited**, teaches multiple communications means, see figure 1 #26-29 and hence one skilled would also use satellite communications), a GPS controller (figure 1, #21 teaches GPS controller/receiver) and at least one emergency sensor (207) for automatically detecting accidents, emergency or malfunctions of the object (C9, L3-13 – “Although global position system (GPS) and cellular technologies have been described in the preferred embodiment, other positioning and communication technologies could be used in the present invention. For example, position information could be obtained from the Loran-C system or other

navigation systems. A communication system such as the personal communication service (PCS) could also be used. In addition to activating the vehicle emergency message system from any manual switch assembly, service requests could also be initiated automatically, such as in response to deployment of an airbag”).

As per **claim 20**, the combo teaches the system according to claim 11, wherein a transition from private subscription to service subscription can be initiated by a key press of the operator and/or automatically by means of at least one sensor (207) for detecting accidents, emergency or malfunctions of the object or by means of a further sensor for detecting an air-bag deployment (figure 1 shows cellular transceiver and handset which can be used for private subscription, figure 1, #22/#25 while C9, L3-13 teaches automatic service request based on an event such as an airbag deployment).

**Claims 12-13, 21-22 and 28** rejected under 35 U.S.C. 103(a) as being unpatentable over Timm and further in view of Nojima/Uhlik.

As per **claim 12-13**, Timm teaches claim 11 **but is silent on** wherein the service subscription transmission preempt private usage transmissions AND/OR wherein each service has a priority value assigned thereto AND/OR emergency assistance has highest priority so that on-going calls are interrupted in deference thereto and wherein means are provided for automatically resolving conflict associated with simultaneous execution of a plurality of said services.

The examiner notes that if only one communications means exists, then one skilled would need to ensure that service data is prioritized and is based on priority since simultaneous communications is not possible. Conversely, if multiple communication means exist, then service data can be sent via simultaneously and one does not have to prioritize data. The examiner notes that this “concept” is similar to Quality of Service applications which are well known in the art and provide more bandwidth to high(er) priority users/applications as needed and will preempt any low(er) priority users/traffic if bandwidth becomes constrained. Furthermore, **Uhlik** teaches

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providing a communications channel to a user if it is determined that said user is making an emergency call whereby a call in progress is disconnected (eg. preempted) in order to provide a communications circuit to said emergency call (Abstract).

Nojima teaches an emergency calling system that prioritizes who is to be contacted based on certain roadway conditions and/or accident (see abstract, figures 1 and 3).

It would have been obvious to one of ordinary skill in the art at the time of applicant's invention to modify the combo, such that wherein a conflict concerning simultaneous execution of several services during service subscription is handled automatically by assigning and affecting a priority to each service and deactivating any services with a minor priority than the service with a first priority, to provide means for transmitting service data via one data path if/when two-or-more service events occur concurrently.

As per **claims 21 and 28**, Timm teaches a system for communication between at least one central station (figure 1, #15) and at least one remote mobile or stationary object (figure 1, #10 is vehicle-mounted hardware) by means of transmitting and receiving means wherein said at least one object comprises a cellular phone module which provides a private subscription for private usage by a driver or operator of the object (figure 1, #22 shows cellular transceiver which reads on a cell phone) and a selectable service subscription for transmitting and managing at least one of the services including roadside assistance and emergency by means of the at least one central station (abstract teaches both and C1, L60 to C2, L30) and Timm teaches Power Up mode, Wait Mode and Activation mode (see figure 2) as well as automatic periodic call-in (#39) and Wake-up Control (#43) which read on the claim regarding "...sleep mode (S), a standby mode (W) and a first service execution mode (T1 ), wherein the sleep mode is terminated when a wake up timer elapsed and the standby mode is activated in which the object waits for an incoming message from the service center via a cellular and/or a satellite communication for a predetermined period of time, after



which the sleep mode is again activated if no message has been received or a requested service is activated if a related message has been received and decoded..."

**but is silent on** remote status information, malfunction, and diagnostics and maintenance are monitored AND wherein a conflict concerning simultaneous execution of several services during service subscription is handled automatically by assigning and affecting a priority to each service and deactivating any services with a minor priority than the service with first priority.

The examiner notes that if only one communications means exists, then one skilled would need to ensure that service data is prioritized and is based on priority since simultaneous communications is not possible. Conversely, if multiple communication means exist, then service data can be sent via simultaneously and one does not have to prioritize data.

Nojima teaches an emergency calling system that prioritizes who is to be contacted based on certain roadway conditions and/or accident (see abstract, figures 1 and 3).

Uhlik teaches providing a communications channel to a user if it is determined that said user is making an emergency call whereby a call in progress is disconnected (eg. preempted) in order to provide a communications circuit to said emergency call (Abstract).

It would have been obvious to one of ordinary skill in the art at the time of applicant's invention to modify the combo, such that ongoing calls are preempted for an emergency call, to provide means for insuring that an emergency call is always given priority and a communications channel.

**With further regard to claim 28**, the following concepts were rejected previously (eg. as per claims 11 and 23): "...by means of transmitting and receiving means wherein said at least one object comprises a cellular phone module, which provides a private subscription for private usage by a driver or operator of the object and a selectable service subscription for transmitting and managing of at least one service like remote status information, malfunction diagnostics and maintenance as well as

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technical and emergency assistance, by means of the at least one central station....and a first service execution mode for activating the identified service”.

As per **claim 22**, the combo teach the method according to claim 21 wherein the at least one object has a phone mode (figure 1 shows cellular handset/transceiver #22/#25 **but is silent on** a second execution mode (T2), wherein the phone mode is interrupted when a service is requested, until a cellular and/or a satellite communication between the object and the central station has been established and the service has been executed.

Nojima teaches an emergency calling system that prioritizes who is to be contacted based on certain roadway conditions and/or accident (see abstract, figures 1 and 3).

It would have been obvious to one of ordinary skill in the art at the time of applicant's invention to modify the combo, such that there is a second execution mode, wherein the phone mode is interrupted when a service is requested, until a cellular and/or a satellite communication between the object and the central station has been established and the service has been executed, to provide means for connecting a service-based call to the central station even if the communication means is being used by the driver, to ensure the service-based call gets through to the central station.

**Claims 24 and 26** rejected under 35 U.S.C. 103(a) as being unpatentable over Timm/Nojima/Uhlik and further in view of Hattori et al. US 6,285,931.

As per **claims 24 and 26**, the combo teaches claim 11/23, **but is silent on** wherein said selectable service subscription is further for transmitting and managing services including at least one of remote status information, malfunction information, diagnostics and maintenance information, and technical information.

Hattori teaches a vehicle information system that transmits vehicle diagnosis information to a management station (abstract, figure 1, figure 4 shows areas monitored #41-48, figures 7-10 and C2, L15 to C3, L46).

It would have been obvious to one of ordinary skill in the art at the time of applicant's invention to modify the combo, such that selectable services transmit/manage at least one of remote status information, malfunction, and diagnostics and maintenance are monitored with conflict resolution for simultaneous execution of a plurality of services, to provide means for obtaining technical vehicle status data from the automobile which can be passed to the central station to assist them in evaluating the car's operation (eg. doesn't work because there is something wrong with the Alternator, it's out of gas, the battery has died, etc.).

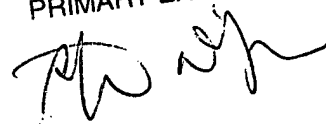
**Conclusion**

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Stephen M. D'Agosta whose telephone number is 571-272-7862. The examiner can normally be reached on M-F, 8am to 5pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Bill Trost can be reached on 571-272-7872. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

STEVE M. D'AGOSTA  
PRIMARY EXAMINER



11-8-07